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Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

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Office Action Summary	Application No.	Applicant(s)	
	10/713,223	KOPITZKE ET AL.	
	Examiner	Art Unit	
	Dennis G. Bonshock	2173	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1)☒ Responsive to communication(s) filed on *20 September 2007*.

2a)☒ This action is **FINAL**. 2b)☐ This action is non-final.

3)☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

4)☒ Claim(s) *1-20* is/are pending in the application.

4a) Of the above claim(s) _____ is/are withdrawn from consideration.

5)☐ Claim(s) _____ is/are allowed.

6)☒ Claim(s) *1-20* is/are rejected.

7)☐ Claim(s) _____ is/are objected to.

8)☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9)☐ The specification is objected to by the Examiner.

10)☐ The drawing(s) filed on _____ is/are: a)☐ accepted or b)☐ objected to by the Examiner.

Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).

Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

11)☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12)☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

a)☐ All b)☐ Some * c)☐ None of:

1.☐ Certified copies of the priority documents have been received.

2.☐ Certified copies of the priority documents have been received in Application No. _____.

3.☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

1) ☐ Notice of References Cited (PTO-892)
2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
3) ☐ Information Disclosure Statement(s) (PTO/SB/08) Paper No(s)/Mail Date _____.
4) ☐ Interview Summary (PTO-413) Paper No(s)/Mail Date. _____.
5) ☐ Notice of Informal Patent Application
6) ☐ Other: _____.

Final Rejection

Response to Amendment

1. It is hereby acknowledged that the following papers have been received and placed on record in the file: Amendment as received on 9-20-2007.

2. Claims 1-20 have been examined.

Status of Claims:

3. Claims 1-20 are rejected under 35 U.S.C. 103(a) as being unpatentable over Launey et al., Patent Number: 5,086,385, hereinafter Launey, Eriksson et al., Patent Number: 6,424,337, hereinafter Eriksson, and DeMers et al., Patent No.: 6,346,892, hereinafter DeMers.

Claim Rejections - 35 USC § 103

1. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

> (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

2. Claims 1-20 are rejected under 35 U.S.C. 103(a) as being unpatentable over Launey et al., Patent Number: 5,086,385, hereinafter Launey, Eriksson et al., Patent Number: 6,424,337, hereinafter Eriksson, and DeMers et al., Patent No.: 6,346,892, hereinafter DeMers.

3. With regard to claim 1, which teaches a user interface for monitoring and controlling a plurality of aircraft cabin systems, comprising: a liquid crystal display screen having a display surface configured to provide an input to said user interface when touched by a user of the user interface; Launey teaches a user interface system that uses a touch screen for monitoring and controlling different aspects of an environment (see column 2, lines 65 through column 3, line 10 and column 4, lines 42-50) Launey further teaches, in column 12, lines 13-19, implementing the system in a aircraft. It was noted in the Applicants background section, paragraph 3, that present day aircraft control systems are implemented via liquid crystal display screens. With regard to claim 1, which further teaches a plurality of touch sensitive input keys adjacent to said liquid crystal display screen, each key labeled with a symbol identifying a respective one of said plurality of aircraft cabin systems; Launey further teaches the display area of the screen contains a plurality of labeled touch sensitive input keys, making a touch screen (see column 4, lines 42-50 and figures 12a-e). These touch keys include keys to control the audio, TV, lights, etc. (see figure 12A and column 55, lines 19-28). Launey describes the touch screen to preferably be an Elographics Accutouch touchscreen, which inherently comprises a touch sensitive surface located above a display (as supported by the attached "History of Elo" showing a touch sensitive panel that covers (is adjacent to) the display (see page 4, paragraphs 1-4 of "History of Elo")). With regard to claim 1, which further teaches a first system menu associated with a first system of said plurality of aircraft cabin systems, the first system menu being displayable on said display screen as a first system graphical menu when

the touch sensitive key identifying the first system is activated by the user, Launey further teaches, in column 55, lines 19-35 and figures 12a and 12b, a touch sensitive key of an audio system being pressed from the main menu screen (12a) causing the audio sub-menu screen (12b) to be displayed, for monitoring and controlling the sub-system. With regard to claim 1, which further teaches said first system graphical menu including status information and operating functions of said first system and at least one input area configured to provide at least one of selection and control of said operating functions of said first system when touched by said user; Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub menu screen allow a user to monitor and control the audio devices via a touch screen, and selectable sub-menu elements. Showing status for systems is pointed out by showing the amount of speakers (see figure 12B); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 1, which further teaches a second system menu associated with a second system of said plurality of aircraft cabin systems, the second system menu being displayable on said display screen as a second system graphical menu when the touch sensitive key identifying the second system is activated by the user, Launey further teaches, in column 55, lines 19-28 and lines 49-60 and figures 12a and 12e, a touch sensitive key of a lighting system being pressed from the main menu screen (12a) causing the lighting sub-menu screen (12e) to be displayed. With regard to claim 1, which further teaches said second system graphical menu including status

information and operating functions of said second system and at least one input area configured to provide at least one of selection and control of said operating functions of said second system when touched by said user, Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to monitor and control the lighting devices via a touch screen, and selectable sub-menu elements. Showing status for systems is pointed out by showing the lighting status and scenes (see figure 12E); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED".

With regard to claim 1, further teaching a general display area provided on the display surface and displaying a main menu that includes a firs system image showing status information for a first system of the plurality of aircraft cabin system and a second system image showing status information for a second system of the plurality of aircraft cabin systems, Launey teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements, Specifically, in the example status images are provided, first a

driver temperature, second a stereo volume, and finally a passenger temperature (see column 3, lines 10-25 and figure 4). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey and Eriksson before him at the time the invention was made to modify environment control system of Launey to have a system status window containing statuses of diverse systems, as did Eriksson. One would have been motivated to make such a combination because this allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus.

With regard to claim 1, further teaching at least one of the first and second system images being a spatial map of eh aircraft cabin showing status information for different locations within the aircraft cabin, DeMers teaches a system for controlling various systems in an environment (temperature, lighting, etc.) via a menu and status display (see column 10, lines 20-34), similar to that of Launey and Eriksson, but further teaches displaying status information in the form of a spatial map of an aircraft cabin (see column 4, lines 2-16 and figure 1). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey, Eriksson, and DeMers before him at the time the invention was made to modify environmental control systems of Launey and Eriksson to include the display of a spatial map of a cabin of an aircraft, as did DeMers. One would have been motivated to make such a combination because this allows for area specific control of environmental constraints (similar to the area controls of figures 3F and 3H of Launey).

4. With regard to claims 2, 8, and 13, which teach wherein said plurality of aircraft cabin systems comprise at least two of: a cabin information system, a cabin audio system, a cabin video system, a cabin lighting system, a cabin air conditioning system, a cabin smoke detector system, an aircraft door monitoring system, and a water supply and wastewater system, Launey teaches a system that uses a touch screen for monitoring and controlling an audio, video, lighting, HVAC, and fire safety system (see column 4, lines 42-50 and column 55, lines 12-60 along with figures 12a-e), a door monitoring system (see column 8, line 62), water managing systems (see column 14, lines 33-40 and column 48, lines 40-50).

5. With regard to claims 3, 9, 14, and 19, which teach further wherein said main menu is a status menu including three or more system images each showing status information for a respective on of said cabin systems, Launey teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements, Specifically in the example 3 status images are provided, first a driver temperature, second a stereo volume, and finally a passenger temperature (see column 3, lines 10-25 and figure 4). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey and Eriksson

before him at the time the invention was made to modify environment control system of Launey to have a system status window containing statuses of three or more systems, as did Eriksson. One would have been motivated to make such a combination because this allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus. Eriksson further teaches three control switches for controlling three different system functions via their corresponding status display (see column 3, line 37-67).

6. With regard to claims 4, 10, 15, and 20, which teach further comprising a programming menu that can be selectively able on said display screen, whereby said programming menu includes display indicators and input buttons to allow the user to program functions of each of said plurality of cabin systems, Launey teaches, in column 15, line 51 through column 16, line 23 and column 16, lines 48-61, programming scheduled functions for the environmental systems (lighting, audio, etc.) to implement at a particular time.

7. With regard to claims 5, 11, 16, and 18, which teach further comprising a header line displayed on said display screen and configured to display an identification of a respective active one of said graphical menus that is being displayed on said display screen, Launey teaches, in column 55, lines 19-35 and figures 3A-N and 12A-G, a header for each of the sub-menus identifying which sub-menu the user is currently in.

8. With regard to claim 6, which teaches further comprising a main menu touch sensitive input key displayed on said display screen, wherein said plurality of touch sensitive input keys and said main menu touch sensitive input keys are simultaneously

displayed on said display screen when each of the first and second system menus is displayed on the display screen, Launey teaches, in column 55, line 19 through column 56, line 8 and figure 12, displaying a main menu around a display screen that shows detailed sub-menus for a selected main menu element. Eriksson further teaches, in column 2, line 66 through column 3, line 25 and in figure 5, displaying a main menu on the bottom of the display area while displaying sub menus and status information above.

9. With regard to claim 7, which teaches a system for monitoring and controlling a plurality of aircraft cabin systems, comprising: a liquid crystal display screen having a display surface configured to provide an input to said user interface when touched by a user of the user interface; Launey teaches a user interface system that uses a touch screen for monitoring and controlling different aspects of an environment (see column 2, lines 65 through column 3, line 10 and column 4, lines 42-50) Launey further teaches, in column 12, lines 13-19, implementing the system in a aircraft. It was noted in the Applicants background section, paragraph 3, that present day aircraft control systems are implemented via liquid crystal display screens. With regard to claim 7, which further teaches a plurality of touch sensitive input keys adjacent to said liquid crystal display screen, each key labeled with a symbol identifying a respective one of said plurality of aircraft cabin systems; Launey further teaches the display area of the screen contains a plurality of labeled touch sensitive input keys, making a touch screen (see column 4, lines 42-50 and figures 12a-e). These touch keys include keys to control the audio, TV, lights, etc. (see figure 12A and column 55, lines 19-28). Launey describes the touch

screen to preferably be an Elographics Accutouch touchscreen, which inherently comprises a touch sensitive surface located above a display (as supported by the attached "History of Elo" showing a touch sensitive panel that covers (is adjacent to) the display (see page 4, paragraphs 1-4 of "History of Elo")). With regard to claim 7, which further teaches a computer including software to be executed on the computer (see column 4, lines 34-38), wherein the computer is configured to: display on said display screen a first system graphical menu associated with a first system of said plurality of aircraft cabin systems when the touch sensitive key identifying the first system is activated by the user, said first system graphical menu including status information and operating functions of said first system and at least one input area, Launey further teaches, in column 55, lines 19-35 and figures 12a and 12b, a touch sensitive key of an audio system being pressed from the main menu screen (12a) causing the audio sub-menu screen (12b), with selectable keys, to be displayed, for monitoring and controlling the sub-system. Showing status for systems is pointed out by showing the amount of speakers (see figure 12B); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 7, which further teaches provide at least one of selection and control of said operating functions of said first system when the input area of the first system graphical menu is touched by said user, Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to monitor and control the audio devices via a touch screen, and selectable sub-menu

elements. With regard to claim 7, which further teaches display on said display screen a second system graphical menu associated with a second system of said plurality of aircraft cabin systems when the touch sensitive key identifying the second system is activated by the user, said second system graphical menu including status information and operating functions of said second system and at least one input area, Launey further teaches, in column 55, lines 19-28 and lines 49-60 and figures 12a and 12e, a touch sensitive key of a lighting system being pressed from the main menu screen (12a) causing the lighting sub-menu screen (12e), with selectable keys, to be displayed. Showing status for systems is pointed out by showing the lighting status and scenes (see figure 12E); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 7, which further teaches to provide at least one of selection and control of said operating functions of said second system when the input area of the second system graphical menu is touched by said user, Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to monitor and control the lighting devices via a touch screen, and selectable sub-menu elements.

With regard to claim 7, further teaching a general display area provided on the display surface and displaying a main menu that includes a firs system image showing status information for a first system of the plurality of aircraft cabin system and a second system image showing status information for a second system of the plurality of

aircraft cabin systems, Launey teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements, Specifically, in the example status images are provided, first a driver temperature, second a stereo volume, and finally a passenger temperature (see column 3, lines 10-25 and figure 4). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey and Eriksson before him at the time the invention was made to modify environment control system of Launey to have a system status window containing statuses of diverse systems, as did Eriksson. One would have been motivated to make such a combination because this allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus.

With regard to claim 7, further teaching at least one of the first and second system images being a spatial map of eh aircraft cabin showing status information for different locations within the aircraft cabin, DeMers teaches a system for controlling various systems in an environment (temperature, lighting, etc.) via a menu and status display (see column 10, lines 20-34), similar to that of Launey and Eriksson, but further teaches displaying status information in the form of a spatial map of an aircraft cabin

(see column 4, lines 2-16 and figure 1). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey, Eriksson, and DeMers before him at the time the invention was made to modify environmental control systems of Launey and Eriksson to include the display of a spatial map of a cabin of an aircraft, as did DeMers. One would have been motivated to make such a combination because this allows for area specific control of environmental constraints (similar to the area controls of figures 3F and 3H of Launey).

10. With regard to claim 12, which teaches a system for monitoring and controlling a plurality of aircraft cabin systems, comprising: means for displaying information relating to said plurality of aircraft cabin systems to a user; Launey teaches a user interface system that uses a touch screen for monitoring and controlling different aspects of an environment (see column 2, lines 65 through column 3, line 10 and column 4, lines 42-50) Launey further teaches, in column 12, lines 13-19, implementing the system in a aircraft. With regard to claim 12, which further teaches means for inputting user inputs relating to at least one of selection and control of said plurality of aircraft cabin systems; Launey further teaches the display area of the screen contains a plurality of labeled touch sensitive input keys, making a touch screen (see column 4, lines 42-50 and figures 12a-e). These touch keys include keys to control the audio, TV, lights, etc. (see figure 12A and column 55, lines 19-28). With regard to claim 12, which further teaches means for causing said means for displaying to display a first system graphical menu associated with a first system of said plurality of aircraft cabin systems in response to a user input to said means for inputting, Launey further teaches, in column 55, lines 19-35

and figures 12a and 12b, a touch sensitive key of an audio system being pressed from the main menu screen (12a) causing the audio sub-menu screen (12b) to be displayed, for monitoring and controlling the sub-system. With regard to claim 12, which further teaches said first system graphical menu including status information and operating functions of said first system and at least one input area providing at least one of selection and control of said operating functions of said first system when the input area of the first system graphical menu is touched by said user; Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allow a user to monitor and control the audio devices via a touch screen and selectable sub-menu elements. Showing status for systems is pointed out by showing the amount of speakers (see figure 12B); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 12, which further teaches means for causing said means for displaying to display a second system graphical menu associated with a second system of said plurality of aircraft cabin systems in response to a user input to said means for inputting, Launey further teaches, in column 55, lines 19-28 and lines 49-60 and figures 12a and 12e, a touch sensitive key of a lighting system being pressed from the main menu screen (12a) causing the lighting sub-menu screen (12e) to be displayed. With regard to claim 12, which further teaches second system graphical menu including status information and operating functions of said second system and at least one input area providing at least one of selection and control of said operating

functions of said second system when the input area of the second system graphical menu is touched by said user, Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to monitor and control the lighting devices via a touch screen, and selectable sub-menu elements. Showing status for systems is pointed out by showing the lighting status and scenes (see figure 12E); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED".

With regard to claim 12, further teaching a simultaneously displaying on the display surface a first system image showing status information for a first system of the plurality of aircraft cabin system and a second system image showing status information for a second system of the plurality of aircraft cabin systems, Launey teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements, Specifically, in the example status images are provided, first a driver temperature, second a stereo volume, and finally a passenger temperature (see column 3, lines 10-25 and figure 4). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey and Eriksson

before him at the time the invention was made to modify environment control system of Launey to have a system status window containing statuses of diverse systems, as did Eriksson. One would have been motivated to make such a combination because this allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus.

With regard to claim 12, further teaching at least one of the first and second system images being a spatial map of eh aircraft cabin showing status information for different locations within the aircraft cabin, DeMers teaches a system for controlling various systems in an environment (temperature, lighting, etc.) via a menu and status display (see column 10, lines 20-34), similar to that of Launey and Eriksson, but further teaches displaying status information in the form of a spatial map of an aircraft cabin (see column 4, lines 2-16 and figure 1). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey, Eriksson, and DeMers before him at the time the invention was made to modify environmental control systems of Launey and Eriksson to include the display of a spatial map of a cabin of an aircraft, as did DeMers. One would have been motivated to make such a combination because this allows for area specific control of environmental constraints (similar to the area controls of figures 3F and 3H of Launey).

11. With regard to claim 17, which teaches a computer readable medium containing program instructions for execution on a computer controlled system for monitoring and controlling a plurality of aircraft cabin systems, which when executed by the system, Launey teaches a user interface system implemented through program instruction

executable on a processor (see column 4, lines 34-50) that uses a touch screen for monitoring and controlling different aspects of an environment (see column 2, lines 65 through column 3, line 10 and column 4, lines 42-50) Launey further teaches, in column 12, lines 13-19, implementing the system in a aircraft. With regard to claim 17, which further teaches causing the system to perform the following: display a main menu including information relating to each of said plurality of aircraft cabin systems; Launey teaches, in column 55, line 19 through column 56, line 8, displaying a main menu around a display screen that shows detailed sub-menus for a selected main menu element. With regard to claim 17, which further teaches display a first system graphical menu associated with a first system of said plurality of aircraft cabin systems in response to user input to a touch sensitive key identifying the first system, said first system graphical menu including status information and operating functions of said first system, and at least one touch sensitive input area; Launey further teaches, in column 55, lines 19-35 and figures 12a and 12b, a touch sensitive key of an audio system being pressed from the main menu screen (12a) causing the audio sub-menu screen (12b), with selectable keys, to be displayed, for monitoring and controlling the sub-system. Showing status for systems is pointed out by showing the amount of speakers (see figure 12B); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 17, which further teaches perform at least one of selection and control of said operating functions of said first system in response to user activation of said touch sensitive area

of the first system graphical menu; Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to monitor and control the audio devices via a touch screen, and selectable sub-menu elements. With regard to claim 17, which further teaches display a second system graphical menu associated with a second system of said plurality of aircraft cabin systems in response to user input to a touch sensitive key identifying the second system, said second system, graphical menu including status information and operating functions of said second system and at least one touch sensitive input area; Launey further teaches, in column 55, lines 19-28 and lines 49-60 and figures 12a and 12e, a touch sensitive key of a lighting system being pressed from the main menu screen (12a) causing the lighting sub-menu screen (12e), with selectable keys, to be displayed. Showing status for systems is pointed out by showing the lighting status and scenes (see figure 12E); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 17, which further teaches perform at least one of selection and control of said operating functions of said second system in response to user activation of said touch sensitive area of the second system graphical menu, Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to monitor and control the lighting devices via a touch screen, and selectable sub-menu elements.

With regard to claim 17, further teaching a general display area provided on the display surface and displaying a main menu that includes a first system image showing status information for a first system of the plurality of aircraft cabin system and a second system image showing status information for a second system of the plurality of aircraft cabin systems, Launey teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements, Specifically, in the example status images are provided, first a driver temperature, second a stereo volume, and finally a passenger temperature (see column 3, lines 10-25 and figure 4). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey and Eriksson before him at the time the invention was made to modify environment control system of Launey to have a system status window containing statuses of diverse systems, as did Eriksson. One would have been motivated to make such a combination because this allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus.

With regard to claim 17, further teaching at least one of the first and second system images being a spatial map of eh aircraft cabin showing status information for

different locations within the aircraft cabin, DeMers teaches a system for controlling various systems in an environment (temperature, lighting, etc.) via a menu and status display (see column 10, lines 20-34), similar to that of Launey and Eriksson, but further teaches displaying status information in the form of a spatial map of an aircraft cabin (see column 4, lines 2-16 and figure 1). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey, Eriksson, and DeMers before him at the time the invention was made to modify environmental control systems of Launey and Eriksson to include the display of a spatial map of a cabin of an aircraft, as did DeMers. One would have been motivated to make such a combination because this allows for area specific control of environmental constraints (similar to the area controls of figures 3F and 3H of Launey).

Response to Arguments

12. The arguments filed on 9-20-2007 have been fully considered but they are not persuasive. Reasons set forth below.

13. Applicant's arguments with respect to claims 1, 3, 6, 7, 12, and 17 have been considered but are moot in view of the new ground(s) of rejection.

Conclusion

14. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP

§ 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

15. A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

16. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Dennis G. Bonshock whose telephone number is (571) 272-4047. The examiner can normally be reached on Monday - Friday, 6:30 a.m. - 4:00 p.m.

17. If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, John Cabeca can be reached on (571) 272-4048. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

18. Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

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